

ಶ್ರೀ ಕೋಣಂದೂರು ಲಿಂಗಪ್ಪ.—ಪ್ರಧಾನಿಯವರು ಬಡತನವನ್ನು ಹೋಗಲಾಡಿಸುವ ನಿಮ್ಮ ಪಕ್ಷದವರು, 3 ಲಕ್ಷ ರೂಪಾಯಿಗಳನ್ನು ಅವರಿಗಾಗಿ 3 ದಿವಸಗಳಲ್ಲಿ ಖರ್ಚು ಮಾಡಿದೆ, ಒಂದು ದಿವಸಕ್ಕೆ ಒಂದು ಲಕ್ಷ ರೂಪಾಯಿ ಆಯಿತು. ಇದು ರಾಮನ ಲೆಕ್ಕ, ಕೃಷ್ಣನ ಲೆಕ್ಕ ಬೇರೆ ಇದೆ. ಜನಪ್ರಿಯ ಸರ್ಕಾರವಿರುವಾಗ ಹೀಗೆ ದುಬಾರಿ ವೆಚ್ಚವಾದರೆ ಸರಕಾರ ಉರುಳಲು ಅವಕಾಶ ವಾಗುವುದಿಲ್ಲವೇ ?

Mr. DEPUTY SPEAKER.—That is outside the scope of the question. Next question No. 142.

Grant of "Night Service Permits" to Private Bus Operators

142. Sri H. C. SRIKANTAI AH (Sravanabelagola).—

Will the Minister for Labour be pleased to state :—

(a) the number of night service permits given to private bus operators in the State ;

(b) whether it has come to the notice of the Government that the permits are being misused and the collection of the Mysore State Road Transport Corporation are hampered ;

(c) whether Government would take action to cancel the mis-used permits ?

Sri AZEEZ SAIT (Minister for Labour).—

(a) There is no category of permits called "night Service permits."

(b) Does not arise.

(c) The power to suspend or cancel the permits is a quasi-judicial power of the concerned Regional Transport Authorities.

ಶ್ರೀ ಎಚ್. ಸಿ. ಶ್ರೀಕಂಠಯ್ಯ.—ರಾತ್ರಿವೇಳೆ ಬೆಂಗಳೂರು-ಮಂಗಳೂರು ರೈಲಿನಲ್ಲಿ 9 7 ನ್ನುಗಳು ಒಡುವುದಕ್ಕೆ ಯಾವ ಪರ್ಮಿಟ್ ಕೊಡಲಾಗಿದೆ ?

† Sri AZEEZ SAIT.—They are covered by certain permits. There is no such permit as night permit or day permit. 184 contract carriage permits involving 228 vehicles have been granted to ply throughout the State of Mysore or in several regions of Mysore State. Since the permits are valid for operation throughout the State, many such permit holders have chosen to operate only on particular routes. This regular plying of the contract carriages at night gives the impression that permits for night service have been issued. But as stated in the reply no such permits have been issued. They also carry individual passengers and not entire parties in view of the decision of the State Transport Appellate Tribunal that a contract which the holder of a contract carriage permit enters into need not be a single contract but that it can also be with individuals,

ಶ್ರೀ ಎಚ್. ಸಿ. ಶ್ರೀಕಂಠಯ್ಯ.—ಬೆಂಗಳೂರು-ಮಂಗಳೂರು ಲೈಸೆನ್ಸ್ ಸರಕಾರಿ ಬಸ್ಸು ರಾತ್ರಿ ಖಾಲಿ ಹೋಗುವುದು, ಖಾಸಗಿ ಬಸ್ಸು ಭರ್ತಿಯಾಗಿ ಹೋಗುವುದು. ಅದುದರಿಂದ ಖಾಸಗಿ ಬಸ್ ಪರವಾನಗಿಯನ್ನು ವಜಾ ಮಾಡುವಿರಾ ?

Sri AZEEZ SAIT.—With the amendment of Section 45, the power of granting contract carriage permits to ply in more than two regions will be vested in M.S.T.A. These powers, it may be mentioned, are now vested with the R.T.As. It had been brought to the notice of the Government that the R.T.As were granting contract carriage permits indiscriminately. Hence the proposal to vest the powers with the S.T.A.

ಶ್ರೀ ಎಚ್. ಡಿ. ದೇವೇಗೌಡ.—ತಾವು ಅಧಿಕಾರಕ್ಕೆ ಬಂದಮೇಲೆ ಎಷ್ಟು ಪರ್ಮಿಟ್‌ಗಳನ್ನು ಕಾಂಟ್ರಾಕ್ಟ್ ಕ್ಯಾರೇಜುಗಳಿಗೆ ಆರ್.ಟಿ.ಎ. ಮತ್ತು ಎಸ್.ಟಿ.ಎ. ಮಂಜೂರು ಮಾಡಿದ್ದಾರೆ ?

Sri AZEEZ SAIT.—If the hon. Member puts a separate question, I shall answer it.

ಶ್ರೀ ಟಿ. ಎಂ. ಮಂಜುನಾಥ.—ರಾತ್ರಿ ವೇಳೆ ಪ್ರಯಾಣಮಾಡಿ ತಮ್ಮ ಕೆಲಸಗಳನ್ನು ಹಗಲು ವೇಳೆ ಮುಗಿಸಿಕೊಂಡು ಪುನಃ ರಾತ್ರಿವೇಳೆ ಅನೇಕರು ವಾಪಸು ಹೋಗುವರು. ಕಾರಣ ಅದರಿಂದ ಖರ್ಚು ಮತ್ತು ವೇಳೆ ಉಳಿತಾಯವಾಗುವುದು, ಅದುದರಿಂದ ಸರಕಾರ ಲಕೆಪುರಿ ಬಸ್ಸುಗಳನ್ನು ರಾತ್ರಿವೇಳೆ ಓಡಿಸುವುದೇ ?

Sri AZEEZ SAIT.—Time and again I have said that we are seriously thinking of it. Till such time as we take over them, I may assure the House that I am not for inconveniencing the passengers. At the same time I may tell the hon. Member that Government will not succumb to the pressures exerted by the private operators through their agents to give a long life to them. The moment the position eases, we will put nationalised buses on all routes.

ಶ್ರೀ ಎಸ್. ಎಚ್. ಪುಟ್ಟರಂಗನಾಥ.—ಕಾಂಟ್ರಾಕ್ಟ್ ಕ್ಯಾರೇಜುಗಳಿಗೆ ಪರ್ಮಿಟ್ ಟೆಂಪೋರಿರಿಯಾಗಿ ಇಷ್ಟು ಮಾಡುವಾಗ ಕಂಡೀಷನ್ ಹಾಕಿ ಮಾಡುವಿರಾ ? ಪೊಲೀಸಿನವರು ಅವುಗಳನ್ನು ಚೆಕ್ ಮಾಡಿ ವರದಿ ಕಳುಹಿಸುವರೇ ?

ಶ್ರೀ ಅಜೀಜ್ ಸೇಟ್.—ಟೆಂಪೋರಿರಿ ಪರ್ಮಿಟ್ ಯಾರಾದರೂ ಅರ್ಜಿ ಕೊಟ್ಟು ಪಡೆಯಬಹುದು. ಮೊನ್ನೆ ಸರಕಾರ ಡ್ರಾಫ್ಟ್ ರೂಲ್ಸ್ ಮಾಡಿದೆ. Government have notified draft rules vide Notification No. HD 26 TMR 69 dated 22nd December 1971 providing vehicles plying as contract carriages to carry with them a list of names and addresses of passengers attested by the Regional Transport Officer before the commencement of the journey. If the journey is to commence outside office hours, an unattested list is required to be carried in the bus and a copy of that list is required to be submitted to the Regional Transport Officer so as to reach him on the next day of the journey. When these rules are finalised it would be possible to do more effective enforcement. To the other question, I would say that all these days there was different checking process. Police Officers and Inspectors of M.S.R.T.C. used to check and they were complaining against such other. Now we have brought all these officers together and made them to go round and check and this method has proved to be effective.